

STOCKS, BONDS, AND MONEY

MARKET TERRATIC
AT THE OPENING

Opens Somewhat Irregular
With Most Stocks Registering Declines.

NEW YORK, Dec. 31.—The stock market opened irregularly with most issues showing declines. Pennsylvania and Union Pacific were down 1/4. Anaconda lost 1/4. St. Paul and New York Central declined 1/4, and Reading 1/4. Atchafalaya and Southern Railway gained 1/4. United States Steel common and preferred gained 1/4.

Most of the interest in the market this morning centered in the developments at the clearing house settlements, and news as to whether all clearing house sheets would go through or not was anxiously waited for both on the floor of the exchange and on the street.

It was current gossip in important circles that one house had borrowed \$7,000,000 on Saturday and had taken over the accounts of two important firms handling live and large speculative accounts for some time, and it was thought that the arrangement had furnished enough relief to tide over the crisis without announced embarrassment.

There was enough uneasiness to cause declines in a number of active issues. At the end of the first hour the market was at a standstill. The market generally receded from the price made on the rally at the end of the first hour. The latest crowd of brokers on the floor was in Northern Pacific which fell to 189 1/2, after an early rally to 189 3/4.

FINANCIAL GOSSIP.

Each day there are \$10,535 cash fares paid to the surface, elevated, and subway railroads of New York city.

The General Managers' Association announces that an increase of 4 cents an hour to engineers, firemen, conductors, and trainmen, on twenty-three roads will cost \$10,000,000 annually.

The earnings of the American Steel Foundries continue to show improvement, and November and December will probably reveal combined earnings of approximately \$400,000, or at the rate of \$3,000,000 a year.

Some of the stockholders of the St. Paul have received intimations that the management may revoke its ruling against fractional shares. It has not yet been decided to revoke the ruling, and whether the management purposes to do so cannot be confirmed.

The Railway Age computes the amount of new railroad construction in 1906 at 6,607 miles, making this the greatest year for new mileage since 1888, when 7,106 miles were completed. The record year in the United States is 1887, when 12,590 miles were constructed.

Baltimore has \$17,000,000 appropriated for public improvements during the year 1907, and this sum—the largest the city has ever invested—will be used for its history—will become available for use with the stroke of midnight.

The calendar year of 1906 will close with the smallest quantity of wheat on passage to Europe in a period of three years. The latest weekly amount adroit was given as 28,000,000 bushels, against nearly 30,000,000 bushels last year, and somewhat more than 27,000,000 bushels in 1904.

London is closed tomorrow, at least so far as the stock exchange is concerned. It has always been a holiday with that institution, and it is not at their option. As it is not a statutory bank holiday, it is not a holiday at all. It is the principal holiday of the year in Scotland.

Proxies are being sent this year to stockholders of the Lehigh Valley Railroad, one in the name of the management, and a second in the name of Joseph Walker and Jacob Halstead. It is understood the proxies of Mr. Walker and Mr. Halstead are to be used to remove the present management and obtain control, but to force the administration to let the stock on the New York stock exchange.

Stockholders to the number of eighty-three have joined issue through the brokerage firm of White & Blackwell, in the preparation of the frequently headed suit against the Lehigh Valley, Milwaukee and St. Paul railroad. They demand their right as holders of fractional lots to participate in the forthcoming issue of \$100,000,000 of stock. All the claims have been placed in the hands of a leading law firm.

REAL ESTATE TRANSFERS
PLACED ON RECORD

Sixteenth street extended—Mary F. Henderson to Susan H. Rock, part lot 27, block 6, Meridian Hill, \$100.
Kalorama road, near Sixteenth street—Susan C. Rock to John B. Henderson, part lot 28, block 6, Meridian Hill, \$100.
West Eekington—Harry Wardman to Clarence F. Norment, trustee, lot 60, block 8, \$10.

Clarence F. Norment, trustee, to Harry Wardman, lot 70, block 7, \$10.
385 New Jersey avenue northwest—Frank Coburn et al. to Katherine Murphy, lot 6, square W, of 62, \$10.

300 Four and a half street in the south-west—Isaac Levy et al. to Howard Rogers, lot B, square 50, \$10.
Columbia Heights—Richard E. Cunningham to William L. King, lot 11, block 2, \$10.

11 K street northeast—Mollie M. Main to Howard E. Wilson, lot 228, square 65, \$10.
35 Philip and Jacob—J. Holdsworth Gordon et al. trustees, to William L. Veatch, part, \$750.

MILLER & CO. APPOINT
HARRY L. LUDWIG MANAGER

Harry L. Ludwig, who for several months past has been in charge of the telegraph service of Miller & Co., stock and cotton brokers, at 153 F street, has been promoted to the management of the office and takes charge today. Mr. Ludwig is well known to the trading public of the city, having been associated with several of the most prominent local houses. His promotion to the more responsible position comes as a just tribute to his excellent knowledge of the business.

Swift & Company's sales of fresh beef in Washington for the week ending Saturday, December 29, averaged 6.50 cents per pound.

N. Y. STOCK MARKET

(Quotations furnished by Charles G. Gates & Co., Munsey Building; Members New York Stock Exchange.)

	Open	High	Low	Close
Allis Chal.	107 1/2	107 1/2	107 1/2	107 1/2
Allis Chal. pf.	44	44	44	44
Amal. Copper	113 1/2	114 1/2	113 1/2	114 1/2
Amer. & P.	42 1/2	42 1/2	42 1/2	42 1/2
Amer. Cot. Oil	21 1/2	21 1/2	21 1/2	21 1/2
Amer. Ice Sec.	88	88	88	88
Amer. Loco.	21 1/2	21 1/2	21 1/2	21 1/2
Am. Smelt.	148 1/2	149	148 1/2	149
Am. Smelt. pf.	114 1/2	114 1/2	114 1/2	114 1/2
Am. Fy.	10	10	10	10
Am. Sugar	122 1/2	123 1/2	122 1/2	123 1/2
Am. Tob.	96 1/2	96 1/2	96 1/2	96 1/2
Am. Woolen	22 1/2	22 1/2	22 1/2	22 1/2
Anaconda	28 1/2	28 1/2	28 1/2	28 1/2
Atchafalaya	103 1/2	104	103 1/2	104
At. Coast L.	132	132 1/2	132	132 1/2
At. & Ohio	119	119 1/2	118 1/2	119 1/2
Big Four	90 1/2	90 1/2	90 1/2	90 1/2
BK. Rpt. Trans.	79	79	79	79
Can. Pac.	102 1/2	103 1/2	102 1/2	103 1/2
Cent. Lr.	35	35	35	35
Ches. & Ohio	55 1/2	56 1/2	55 1/2	56 1/2
C. & W.	91 1/2	91 1/2	91 1/2	91 1/2
Ch. M. & St. P.	148 1/2	149 1/2	148 1/2	149 1/2
Chl. Un. Tract.	55 1/2	56 1/2	55 1/2	56 1/2
Col. Fuel	62 1/2	63 1/2	62 1/2	63 1/2
Col. Sou.	67 1/2	67 1/2	67 1/2	67 1/2
Col. Sou. 1st pf.	67 1/2	67 1/2	67 1/2	67 1/2
Com. Prod.	57 1/2	57 1/2	57 1/2	57 1/2
Corn Prod. pf.	57 1/2	57 1/2	57 1/2	57 1/2
Distillers Corp.	70 1/2	71	70 1/2	71
Erie	12 1/2	12 1/2	12 1/2	12 1/2
Erie 1st pf.	74 1/2	74 1/2	74 1/2	74 1/2
Erie 2d pf.	65	65	65	65
Gen. Elec.	109 1/2	109 1/2	109 1/2	109 1/2
Gen. Nor. pf.	182	183	182	183
Int. Met.	134 1/2	134 1/2	134 1/2	134 1/2
Int. Met. pf.	74	74	74	74
Kansas C. So. pf.	64	64 1/2	64	64 1/2
Louis. & W.	112	112 1/2	112	112 1/2
Mex. Cent.	26 1/2	26 1/2	26 1/2	26 1/2
Mo. K. & Tex.	40	40	39 1/2	39 1/2
Nat. Steel Bldg.	90 1/2	90 1/2	90 1/2	90 1/2
National Biscuit	72 1/2	73 1/2	72 1/2	73 1/2
N. Y. Air Brake	130 1/2	130 1/2	130 1/2	130 1/2
N. Y. Central	139 1/2	139 1/2	139 1/2	139 1/2
Norfolk & W.	91 1/2	91 1/2	91 1/2	91 1/2
Norfolk & W. pf.	182	182	182	182
Northern Pac.	130 1/2	130 1/2	130 1/2	130 1/2
Northwest	130 1/2	130 1/2	130 1/2	130 1/2
Pack. Mch.	137 1/2	138 1/2	137 1/2	138 1/2
Peoples Gas	98	98 1/2	98	98 1/2
Pr. Steel	32 1/2	32 1/2	32 1/2	32 1/2
Reading	38 1/2	38 1/2	38 1/2	38 1/2
Reading 2d pf.	38	38	38	38
Ren. I. & S.	37 1/2	37 1/2	37 1/2	37 1/2
Rock Island	20 1/2	20 1/2	20 1/2	20 1/2
Soo Line	130 1/2	130 1/2	130 1/2	130 1/2
St. L. & S. F. 2d pf.	47	47 1/2	47	47 1/2
South. Ry.	92 1/2	92 1/2	92 1/2	92 1/2
St. L. & W.	22 1/2	22 1/2	22 1/2	22 1/2
St. L. & W. pf.	52 1/2	52 1/2	52 1/2	52 1/2
Union Pac.	174 1/2	174 1/2	174 1/2	174 1/2
U. S. Rubber	51	51	51	51
U. S. Steel	47 1/2	47 1/2	47 1/2	47 1/2
U. S. Steel pf.	194 1/2	194 1/2	194 1/2	194 1/2
Wabash	18	18	18	18
West. Union	37	37 1/2	37	37 1/2
West. Union pf.	84	84	84	84

MISCELLANEOUS BONDS

U. S. Steel 5's	97 1/2	97 1/2	97 1/2	97 1/2
R. I. 5's	109 1/2	109 1/2	109 1/2	109 1/2
Tob. 5's	76 1/2	76 1/2	76 1/2	76 1/2
Int. Met. 4's	80 1/2	80 1/2	80 1/2	80 1/2
Pen. Conv. 1915	93 1/2	93 1/2	93 1/2	93 1/2
Money	18	18	18	18
Sales to date	428,900			
Total sales Saturday	428,900			

COTTON MARKET PRICES
SLOW AT THE OPENING

NEW YORK, Dec. 31.—Business at the opening of the local cotton market was slow. First prices were one to three points lower. The slight decline was more to selling by the pit than to any important bearish news. A few January notices were out, but they had little effect.

Opening prices: December, 9.20 bid; January, 9.21 bid; March, 9.25 bid; April, 9.29 bid; May, 9.29 bid; July, 9.29 bid.

WON DEATH BATTLE
WITH A HUGE BEAR

Pennsylvanian Has Close
Call in Struggle With
Animal.

LOCK HAVEN, Pa., Dec. 30.—While hunting in the woods, four miles this side of McCoy's store, in Laidy township, yesterday, Albert Calhoun came upon a small cave, and, peering in, saw an animal move. A moment later a 400-pound black bear came out. Rising upon his hind legs and raised toward the young man, who raised his rifle and fired. This added fury to the enraged beast, which made a rush and succeeded in knocking the young hunter down. In a flying posture Calhoun again pulled the trigger of his rifle and sent a bullet into the animal's brain, killing him.

MRS. STURGEON
WRECK VICTIM

Mrs. Mabel Hoskinson Sturgeon, wife of Maurice S. Sturgeon, and daughter of George P. Hoskinson, of Georgetown, was a victim of the railroad accident last night at Terra Cotta. Her infant son is in a hospital, suffering from a fractured skull, and it is understood cannot live.

She was twenty years of age, and resided in the Alexis apartment house, on T street northwest. The victim is a granddaughter of William F. Gibbons, a dry goods merchant of 315 M street northwest.

Marriage Licenses.

Theodore Bethel, of this city, and Nettie Myers, of Mt. Airy, Md.
Edward Lewis and Ella L. Hewitt.
Harry King and Myra Dodson, both of Alexandria, Va.
Clarence Sweeney and Jessie Keith, both of Baltimore.
Lewis P. Batchelor and Margaret C. Forsythe, both of Baltimore.
William Denning, of this city, and Alice M. Futzner, of Fairfax, Va.
Andrew Minor and Hester Duvall.
Charles Money and Sarah Lindsay, both of Baltimore.
Charles Newman and Ella Johnson.
Sanford F. Farmer and Henrietta Carter.
David A. Taylor and Mamie M. Reinhart, both of Lacey's Springs, Va.
Francis Swinerton, of Manassas, Va., and Myrtle L. Rathe, of this city.
Raymond J. Reppetti and Ida Isabelle Richards.
William H. Murry and Ada May Rodda.
James F. Powell, of Hartselle, S. C., and Anna F. C. Cox, of Charlottesville, Va.
Joseph H. Taylor and Anna E. Pumphrey.
Charles R. Dudley and Lydia M. Chisholm.
Charles E. Patrie, of Springfield, Ohio, and Mary J. Vezie, of this city.

STOCK EXCHANGE

HELD NO SESSION

Adjourned Out of Respect
to Victims of Railroad
Accident.

Immediately on the announcement of the opening of the daily session of the Stock Exchange Charles J. Bell rose and offered a resolution that, "In view of the terrible calamity which has visited our city, as a mark of respect, the Washington Stock Exchange now adjourn." The resolution was promptly carried, and the secretary instructed to note it on the minutes.

ENDS HIS LIFE
INHALING GAS;
BODY IN CHAIR

With all the deliberation of a man who had suffered some hidden sorrow and had determined to die, Otto Schilling, said to be a chemist and an expert maker of optical instruments, some time last night or early this morning committed suicide by inhaling illuminating gas in his room at 122 C street northwest. Schilling was a remarkably well-preserved man of forty-five years, and was a native of Germany. He is not supposed to have any relatives in this country.

The dead man was found at 11 o'clock this morning, sitting upright in a rocking chair, directly under a gas jet, by Dr. Edward Dury, who was attracted by the odor of escaping gas. The gas was turned on full head, and life was extinct when the body was found.

WRECK CLEARED
IN RECORD TIME

Work of Repairing Tracks
Completed in Five
Hours.

The work of clearing the wreckage was done on almost record time. "This was helped along by the fact that, spite of the tons of grinding, splintered wood and steel that went over the track for a quarter of a mile, comparatively little damage was done to the rails.

Trains bound for the West were going through on schedule time by 1 o'clock this morning, and by 3:30 the East track was cleared.

Ties that were gashed badly were replaced, and repairing was done to several injured switches.

But most of the work of the crews of the two wrecking trains consisted in getting the debris of splintered cars off the tracks. This was practically completed in five hours.

STRANGE INCIDENT
OF AWFUL WRECK

Half-Demolished Coal Car
Found in Center of Two
Passenger Trains.

A puzzling feature of the wreck is the fact that a half-demolished coal car was found in the wreckage, whereas the two trains in the collision were composed exclusively of passenger coaches. It is believed that the only explanation for this is that some part of the wrecked cars jumped from the main track to a siding after the collision and literally scooped up the coal car, carrying it back in a remarkable jump again to the main rails.

This, however, will be investigated.

REPORTS WOMAN
JUMPED IN RIVER

William H. Moore, colored, employed as a watchman at the plant of the Otto Coke Company, at the foot of Potomac street northwest, reported to the police of the Seventh Precinct station this morning that about 5 o'clock this morning an unknown white woman had jumped into the Potomac river at the foot of Potomac street, and her body had not come to the surface.

The police are making a search for the body, but as yet have been unable to find it.

CLEVELAND'S ILLNESS
OF SERIOUS NATURE

PRINCETON, N. J., Dec. 31.—There was no improvement today in the condition of former President Grover Cleveland, who has been seriously ill for over a week. Dr. John N. Carnochan, attending physician, however, hopes for Mr. Cleveland's recovery within a week. The acute attack of indigestion from which he is suffering, is not yielding easily to treatment.

BAKER'S INJURIES
OF SERIOUS NATURE

District Attorney's Ankle
and Knee Badly Lacerat-
ed and Face Cut.



DISTRICT ATTORNEY BAKER
One of the Injured in the Terra Cotta
Wreck.

According to Dr. Thomas E. McCardie, District Attorney Baker was more seriously injured in last night's wreck than was at first supposed. His injuries consist of a bad wound on the right ankle, two bad cuts between the ankle and knee, a badly lacerated knee, probably fractured hip, cuts about the nose and left ear.

It will be several days before Mr. Baker will be able to leave his room.

Last night, in order to avoid the agony and suffering of the injury he was brought from Terra Cotta to Brookland, a distance of about a mile and a half, where he telephoned the National Hotel to send assistance. He was slowly brought to his home, 153 T street northwest, in an automobile, and carried by five men to his bedroom.

DOCTORS' WORK
AMONG INJURED

Physicians Near Scene of
Wreck Labor to Ease
Suffering.

Dr. Waters, of Brightwood avenue, and Dr. Lewis Thompson, of 96 Twelfth street northwest, were the first physicians to reach Terra Cotta. Dr. Thompson was visiting at the home of Dr. Waters, and the two physicians left for the scene of the wreck after having been notified of it by Dr. Stone.

"Dr. Waters and I began work from the Terra Cotta end," said Dr. Thompson, "and found so much to be done that we did not traverse the entire field of the disaster. Two men died while I was treating them. I had just ministered to one as best I could and turned to another. Both were unconscious and died within just a few minutes later.

"The horror of the whole thing cannot be conceived. Nobody could see to move, yet we heard awful groans and screams of the injured, and there was no way in which to guide one's attention to them. We made no attempt to do anything, more than to stop the flow of blood and ease the people temporarily. That was all that was possible.

Shows Remarkable Nerve.

"The grit of one man attracted my attention. He was a big German, who, I believe, was later moved to Providence Hospital. He had a compound fracture of both legs, and was so horribly injured that both of his legs were mangled and did not utter a whimper. It was and had to leave. Dr. Waters took him in charge and set the other leg, and throughout the entire operation, the man did not utter a whimper. It was the most remarkable exhibition of nerve I have ever seen.

"A remarkable case was that of a man, whose face had been horribly cut. His cheek was slashed right through, and I gave all my attention to trying to stop the flow of blood. When I was in the midst of it, he said, 'Doctor, for God's sake don't mind my cheek, but this hurt, only to find that he had not lost his legs, but had only a slight abrasion on one knee. He imagined the rest.

Wreckage for Splints.

"One might fill a book with the incidents that happened last night. We had to use pieces of wreckage as splints and do the best we could with the crude material at hand. There was a policeman there whose name I should like to know. He was a most valuable assistant to me, holding a lantern so that it was possible for me to treat twice the number of cases I could otherwise have done.

"One of the saddest cases of all was the killing of one of the most beautiful little girls I have ever seen. She could not have been more than eight years old. Mrs. Waters had been on the train, but had left it at Takoma. She had taken to the train all the way down, and her first question was for the child's safety. The latter had been instantly killed."

FLAGS AT HALF-MAST
ON DISTRICT BUILDINGS

As a manifestation of sorrow and sympathy for all afflicted by the railroad accident at Terra Cotta last night, the District Commissioners today ordered that flags on buildings in the District be displayed at half-mast until after the funerals of the victims.

Arrest Crew Members
Of the Extra Train;
Exonerate Operator

Officials of the Baltimore and Ohio railroad will hold a rigid investigation of the wreck in Baltimore today. It will be conducted openly, and the results publicly announced as soon as possible.

General Superintendent Todd exonerated Milton W. Phillips, the operator at Takoma, the last signal station that the extra train passed before crashing into the accommodation. The superintendent said that Phillips was acting according to orders when he went home

at 6:30 o'clock, leaving the "double green" signal burning. Mr. Todd would make no positive charge, but intimated that the burden of the blame would probably fall upon the engineer and crew of the extra.

Five men have been arrested by the police. They are all members of the extra train's crew as follows: Harry H. Hildebrand, engineer; Frank F. Hoffmeyer, conductor; William A. Norris, baggageman; Ralph Rutter, brakeman; Ira C. McClelland, fireman.

PLANS TEMPORARY RELIEF
FOR VICTIMS' DEPENDENTS

That the widows and orphans of those victims of the wreck who left their dependents in financial stress, may be given temporary relief, District Commissioner MacFarland purposes the collection of a temporary emergency relief fund. Such a fund, he suggests, might also be used in aiding some of the badly injured victims, who might, because of

financial stress, otherwise be put to serious inconvenience.

The Commissioner's plan is that such a fund could be collected through popular subscription, and distributed by a citizens' relief committee. He will be glad to know of cases of injury needing attention, and will also, he states, be glad to receive suggestions of money from citizens, which will be returned if no occasion for its use arises.

WOMAN GOOD ANGEL
TO THE SUFFERERS
BY WEDDING RING

Mrs. Wiltberger of Terra
Cotta, a Heroine in Hour
Disaster.

Dr. Butts Waiting for Train
When He Heard of
Wreck.

Of the unselfishness and heroism displayed by both men and women following the wreck, there was none surpassing that of Mrs. Fred A. Wiltberger, whose home is on the hill near Terra Cotta.

Besides working among the injured at the station to his sister-in-law, Mrs. Wiltberger, who was slowly brought to her home, 153 T street northwest, in an automobile, and carried by five men to his bedroom.

Her husband had just said good-bye to his daughter, and his little niece, Estelle Barnes. They were injured, but will recover. As soon as Mr. Wiltberger reported the extent of the suffering Mrs. Wiltberger gave her all to alleviate the horrors of the occurrence.